

REPORT NO.

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DATE DISTR. 26 August 1952

COUNTRY Yugoslavia

SUBJECT Yugoslav Fortifications along the Dalmatian Coast

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SUPPLEMENT TO
REPORT NO. 25X1A

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Attached herewith for your retention is a report (41 pages of text) on the Yugoslav fortifications along the Dalmatian coast. 25X1A

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R E P O R T

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SUBJECT: Yugoslav fortifications along the Dalmatian coast .

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[REDACTED] the entire littoral of Dalmatia is being fortified and it is further reported that the work is being directed by the best technicians of the Yugoslav Army, assisted by German technicians who used to belong to the Todt Organization. Most of the work consists of the construction of submarine bases and of anti-aircraft fortifications in the main ports.

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LEGEND

1. Wooden mole, about 120 meters long and 4/6 meters wide. Vessels that need small repairs dock here.
2. Cement mole, about 150 meters long and 5/6 meters wide
3. Cement mole, about 150 meters long and about 10 meters wide.
4. Two large marine railways, about 140 meters long. Below each of them are stored supplies and tools.
5. Two additional marine railways, smaller than the preceding.
6. Two electric traveling cranes, mounted on ^{rails} ~~platforms~~, located on Mole No 3.
7. Metal building, about 40 by 12 meters, in which is housed the shop for assembling the tubes.
8. Cement building, about 40 by 10 meters, housing the repair shop and the assembly plant for shipboard electrical installations.
9. Electric traveling crane, mounted on ^{rails} ~~platform~~, approximately 20 meters high; the jib is 10 (?) meters long and the capacity is from 6 to 8 tons.
10. Electric crane, mounted on ^{rails} ~~platform~~, approximately 10 meters high; the jib is about 8 meters long and the capacity is 4 tons. It is located between the two marine railways mentioned in No 5.
11. One-story building, housing the auxiliary power plant consisting of a Diesel engine developing 350 HP.
12. One-story building, 18 by 8 meters, in which various supplies for vessels under ~~maintenance~~ repair are stored.
13. One-story building, 40 by 12 meters, housing the machine shop and the lathe shop.
14. One-story cement ^{building} ~~plant~~, housing the school and the machine shops for the apprentices.
15. Electric crane, mounted on ^{rails} ~~platform~~, 6 meters high; the jib is 5 meters long and its capacity is about 4 tons.

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16. Large cement shed, 220 meters long, 50 meters wide and 18 meters high, with arched roof (Part "a"). The part indicated by "b" is still under construction. It will have exactly the same dimensions and characteristics of Part "a".

Instead of being separated by a wall, these pavilions are separated by a number of reinforced concrete pillars and steel pillars, alternatively. Once Part "b" is completed, two additional and identical pavilions ("c" and "d") will also be constructed.

Part "a" houses the tracing and shaping department.

Part "b" will house the fitting out department

Part "c" will house the forge

Part "d" will house the assembly plant

17. Three-story building, of reinforced concrete, 140 by 50 meters, in which are stored miscellaneous supplies and tools for the shipyard.

It is equipped with a hoist with a capacity of 6 tons.

18. Two-story ^{cement} building, 140 meters by 130, in which is located the machine shop which is equipped with the new machinery "Cincinotti" bought in Canada ~~some time~~ ^a few years ago.

19. One-story building, 100 by 60 meters, in which are located the foundry and the pattern makers department.

20. Four-story building, completed in 1951, 100 by 30 by 12 meters, in which is located the Headquarters. This building is located to the immediate right of the main entrance into the yard, where ^{which connects} the new highway ~~connecting~~ with the Solinska highway and which leads to Spalato begins.

21. Floating dry dock, with a capacity of about 15,000 tons, equipped with 2 cranes. The dock is connected with the Mole No 2 by means of a floating wooden ramp. It is planned to build a graving dock with a capacity of 20,000 tons.

22. Two wooden barracks in which the KNOJ Company is quartered.

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23. Old shed used for naval constructions. It is 16 meters high. Once the sheds described in No 16 are completed, it will be used for auxiliary shops.

24. Old one-story buildings, 80 by 40 by 20 meters. The Carpenter shop and the caulking department are located here.

25. Old one-story building, 60 by 14 meters, which at one time housed the main office and which now is used for storage purposes.

26. New railroad spur connecting with the Spalato marshaling yards.

27. Shops, warehouses, and garages of the construction company "I.L. Lavcevic".

Moreover, the shipyard also has a floating crane, (the goose neck type) with a capacity of 60 tons, and each shop is equipped with an overhead crane.


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Legend regarding attachment No 1 - The Port of Fiume •

1. Sentry box with Army sentry.
2. Wall surrounding the port area.
3. Gate with watchman.
4. Dividing wall (work done by civilians).
5. Carpenter shop, former stables (200 men work here).
6. Cylindrical tanks , about 10 meters high and with a circumference of about 9 meters. They are always full of fuel as they are kept supplied by means of underground pipes from the ROMSA refinery.
7. Gate No 1.
8. Naphta and gas station for the port motor vehicles.
9. ~~Wladimir~~ Wladimir NASORA Mole- the west side has been destroyed, but the head is in good conditions as is also the case with the eastern quay. The debris of the former warehouse ~~is~~ ^{is} still piled on the mole.
10. ZAGREB BACKA OBALA.
11. Traveling cranes, mounted on tracks, with a capacity of 4.5 tons.
12. Gate No 4.
13. Wladimira GORTAN Mole.
14. Crane shaped as follows  with capacity of 4.5. tons.
15. BEOGRASKA Quay.
16. STANIZA LUCKA CETA (see information under No. 3).
17. Civil Hospital.
18. Milicija firemen
19. Railroad Station.
20. P.T. Port firemen ; 27 men; 2 fire engines and a pump mounted on a trailer.
21. Offices of Capt. MIRIC, ~~Commander~~ ^{of} LUCKA CETA.
22. IVEOLE BIBARA.
- 22.2 Crane with a capacity of 4.5 tons; made in Czechoslovakia, as is the case with all the other cranes.
23. Port Headquarters.

24. Main offices of CARI NARNI (CUSTOMS).

25. Gate No 5.

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26. LJUBIANSKA OBALA *sack* are no cranes here.
27. 4 cranes mounted on rails, with a capacity of 4.5 tons
28. KFSOVANI Mole.
29. Port offices.
30. BLOKOVO, a floating crane, still in FIUME
31. TIRSCANSKA OBACA
32. 4 cranes, each with a capacity of 4.5 tons.
33. Floating drydock.
34. Port Captain's Office.
35. Wine and fruit warehouse⁵/
36. Warehouses.
37. Four floors, P.T. (Post and Telegraph Office), Bank, Port Captain's office, passengers for liners, and Customs on upper stories.
38. DESETI RUINA Quay.
39. SUPILOVO Quay.

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Information on the pprt of PIRANO (3 attachments)

Political situation

Following the recent events which brought the Trieste problem to the front again, the attitude of the Yugoslav authorities has stiffened considerably and the local population is very apprehensive. In Pirano alone, 300 families have made applications to leave the zone. It is hoped that during the current discussions ~~in London~~ in London, the Allies will participate within the VUJA as mandatory powers of the United Nations.

Situation of the Pirano Fleet

Seven boats, none in excess of 50 tons, registered with the Pirano Port Captaincy, have been sold to the Yugoslav Government. The owners have agreed to this because of the lack of cargoes and also because they feared a greater loss that would result from outright confiscation.

The Pirano ship owners still possess about 10 motor-sailing ships, some of which are registered with the Trieste Port Captaincy and some with the Venice Port Captaincy.

Port and City (see ^{Nos} Attachments 1, 2 and 3)

Both the outer and inner harbors are in good conditions. The Custom House is no longer located in the building indicated on the sketch (attachment 1), but is now located on the main floor of the building shown in the photograph of Attachment 3.

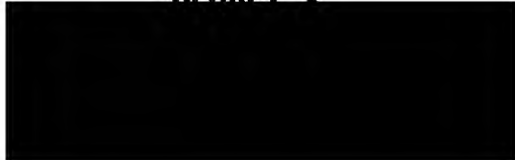
The former City Hall is now the seat of the ^{Local} People's Committee. As for the former shelter, it is now being used as a civilian hospital; it is poorly equipped and is under the direction of a medical captain.

Lookout Station of the Yugoslav Navy.

This lookout station is located in a tower of the Venetian walls as shown in Attachment No. 1. It is manned by about 15 sailors and a petty officer.

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Five three-motored planes, of undetermined type, have also been observed on this field; they are painted a grey-green color.

POLICE

The " *People's Militia* Narodna Milicija" comprises the following branches:

General
Port
Highway
Forests
Fire
Industry

General Headquarters of the " *People's Militia* Narodna Milicija" for Croatia is located within the Ministry of the Interior, and is under the command of Col. AKMETOVIC Luka.

General Regulations of the " *People's Militia* Narodna Milicija.

The members of the " *People's Militia* Narodna Milicija" are authorized to use their firearms under the following circumstances:

- a. personal defense
- b. to prevent the flight of a criminal
- c. to protect state or personal property.

In a zone 15 kilometer deep from the border, the " *Militia* ~~Milicijoner~~" is authorized to fire against any person who does not obey his order to halt. In a zone 100 meters from the zone, the police may fire even without warning, but they are cautioned in such instances to fire in such a way that the fire is not directed toward the territory of the border state.

SKOLA NARODNA MILICJIA (*School for People's Militia*)

Zagreb 1948.

This school is located in a 5-story building, formerly a convent for friars, located on a street whose name source does not recall. At that time, the commanding officer was Major BOKIC Mician, and the

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political commissar was Major Merlovic. Also at that time, there were about 800 students, most of whom came from the interior of Yugoslavia, and they were divided into 9 groups.

Group No 4, to which source belonged, was under the command of Lt. ROKIC.

The following items of clothing were give to the students:

- 1 blue overcoat
- 1 uniform of blue cloth
- 1 overseas cap, of blue cloth
- 1 pair of black high shoes
- 2 cotton shirts, of dark grey color
- 2 pairs of underwear

This was the schedule of the school:

- 0500 - reveille
- 0515- calisthenics
- 0545- cleaning of barracks, washing, shaving, etc.
- 0600 - roll call and review
- 0630- breakfast

Classes were held from 0700 to 1400 with a break from 1000 to 1015.

- 1400- lunch
- 1500- rest period
- 1600- study
- 1900- assembly and reading of the order of the day. Free period.
- 2100- supper.
- 2200- taps

Military instruction took place every two weeks from 1100 to 1400 and dealt primarily with firing pistols and rifles.

Passes were granted on Sundays only, and then after the first two months of instruction were completed.

The subjects taught were the following:

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- a. Penal code
- b. Criminal²ology
- c. Rules of the highway and fines
- d. General regulations of the Narodna Milicija.
- e. Social legislation.
- f. Croatian language
- g. Politics
- h. Topography
- i. Geography
- l. Administration
- m. Anti-gas defenses
- n. Anti-aircraft defenses

The subjects that were not strictly military nor political were taught by civilians. The professional courses were taught by the Company commanders and by 5 or 6 noncommissioned officers.

Political instruction, which in the 4th group was taught by Lt. ROKIC, dealt with the following items:

- Origin of man according to the Darwinian theory ;
- Non-existence of God;
- Anti-social goals of the Catholic Church and of the Popes ;
- Soviet imperialism aimed at impoverishing the Satellites;
- Yugoslav rights to Trieste.

" Military instruction was given to one company at a time in a field about 200 meters from the school building, and consisted of firing the various weapons, tactical exercises, and bayonet charges.

During the course, each student fired the rifle as follows:

6 rounds against a target at a ^{range} distance of 100 meters;

12	"	"	"	200 "
26	"	"	"	300

With a Walter pistol, several rounds were fired at a target at a distance of 50-meters. ^{range}

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Miscellaneous Information on the SKOLA NARODNA MILICJIA

The school had the following arms at its disposal:

about 10 Walter pistols, cal. 9, which were kept in the guardhouse located near the entrance to the school;

about 1,000 Mauser rifles, cal. 7.9, which together with the leather belts and the bayonets, were kept in the hallways of the school;

a few machine guns, of undetermined type, which were kept in a place unknown to the source.

There were also 60 police dogs under the care of a noncommissioned officer.

The school building was guarded on the outside by 5 guards, one at the gate, and ^{one} ~~one~~ on each corner of the building. The tour of duty usually lasted 3 hours, and it always began at 1300. The tour of duty for the officers and the noncommissioned officers lasted 24 hours and it ^{also} ~~always~~ began at 1300.

The officers lived in the city, whereas the noncommissioned officers, the persons in charge of the dogs, and the personnel in charge of the school lived on the spot.

Once the examinations had been successfully passed, the students took an oath for an additional 3 years, with the rank of simple guard.

Zagreb 1952

Noncommissioned officers courses of the Narodna Milicija. Any member of the police force, who also belongs to the Communist Party, may take this course which lasts one year.

Academy of the Narodna MilicijaBelgrade 1952

The officer candidate school for the Milicija is located near Belgrade.

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MILICIAFiume, March 1952

The Headquarters of the Milicija for Fiume and surrounding territory is located in the building of the Local People's Committee, (CPC) about 100 meters on the other side from the Hotel BONAVIA.

The commanding officer in charge of all the various branches of the Milicija is Major Branko KOS, from ZAGORJE (ZAGREB). He is about 30 years old, 1.70 meters tall, slender, with chestnut hair, and a scar under the left eye.

Major Kos keeps in close touch with the headquarters of the UDBA located on Via Roma. About 7 months ago, Major Kos took the place of Capt. Dana STILIC, from LIKA, aged about 45 years, 1.65 meters tall approximately, heavy set with greying hair, who at present is in charge of the Milicija of KOTOR ^{di} ~~of~~ LAURANA.

This headquarters controls the following stations (Stanize):

CANTIRIDA, located in one of the last houses on the road leading to Abbazia. The personnel consists of about 6 or 7 men under the command of a noncommissioned officer.

BELVEDERE, near the KOSALA cemetery. Six or seven men under the command of a noncommssioned officer.

VIA ROMA, near the headquarters of the UDBA and near the prison. It is under the command of Capt. Ljuban VUICIC, from LIKA, who is a true communist. About 30 policemen are stationed here.

Piazza Dante. In charge of a noncommissioned officer.

Via Calvario. No. 2 or 3. Across from the Infantry Barracks. This group belongs to the Highway Branch.

PORT. This unit belongs to the Port Branch (LUKA CETA), and the station is located in a wing of the warehouse No 14 (see Attachments No 1 and No 3). The commanding officer is Capt. MIRIC DRAGAN, about 39/40 years old, from LIKA (DELNIKA), who lives in Fiume at Via Goldoni 56, and is married, with no children.

The office of the captain is located on the 2nd floor as shown by No 20 in attachment No 1.

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The following noncommissioned officers are attached to this unit:
RUSSIN, Anton, a Dalmatian, a man of good character. He has made it known that at the first opportunity he intends to run away.

JUGOVIC, Mate, who comes from LIKA, a Communist.

This unit comprises 72 men, of whom 45 are always stationed in this zone, whereas the rest are on detached service elsewhere. Five of the latter group are attached to the VOJNE POSTE, in an undetermined location between KRALIJEVICA and SKRELJEVO. Of the men serving at the "LUKA CETA Station, about 30 belong to the Communist Party.

Political meetings are presided over by Capt. MIRIC, and only Party members are admitted.

The policemen have the following equipment:

1 Mauser rifle, Caliber 7.9, with 40 rounds;

1 pistol with ^{appropriate} ~~relative~~ ammunition, which are kept in the lockers of the men.

The station is also supplied with 25 rubber truncheons.

Regulations for the Police concerning foreign vessels.

Upon arrival of a foreign vessel, the Staniza sends two officers aboard. They usually belong to the General Branch and accompany the port doctor and a representative from the Port Captain's Office who look over the papers of the ship. After the medical inspection of the ship personnel, and an inspection tour of the ship on the part of the officers, a pass is given to the crew. The ship is kept under guard by a sentry posted near the gang way; he checks the passes and compares them with the shipping papers whenever a crewman ~~comes~~ ^{goes} ashore. This same procedure is repeated when he returns aboard.

It is strictly forbidden ^{for} the policemen to accept food or cigarettes from the crew members of foreign ships. Recently an investigation was started in order to discover those policemen who have been disobeying this regulation.

Before leaving the port area, the crewmen are searched by customs agents and the Milicija once again checks the documents.

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Bills whose denomination is in excess of 50 dinars are confiscated, but there is no limit as to how many dinars a crewman may have on his person.

Until 1949, cameras were put under seal, and even today it is forbidden to use a camera in the city.

Before leaving, the ship is inspected again by 3 or 4 militiamen to make sure, above all, that there are no stowaways.

Fire Department. The station is located at No 18 as shown in Attachment No. 1. There are about 40 men under the command of a captain. The insignia of the firemen, worn on the shoulders, consists of a helmet with two crossed flames. The station is equipped with three tank trucks, two trucks, and two or three engines. The firemen do not receive a special compensation.

Industry Militia Group. This branch of the Militia guards industrial installations ("3 May", "ROM", , etc.) as well as the warehouses. The uniform of this branch of the militia is the same as that of the others, except that the color is grey.

The militiamen live at home.

K.O.S. Militia- One of the members of the KOS of the Militia, whose offices are located in the building of the CPC (Local People's Committee) is the probationary 2nd Lt. Marco TOMASA (about 26 years old, 1.70 meters tall, husky, with chestnut hair), who is a Dalmatian. He does not speak Italian.

Miscellaneous Information on the NARODNA MILICIA

Fiume 1952

All the militiamen attached to the various Stanize in Fiume eat their meals at a central mess hall located on Via Supilova in the building next to the hotel " BONAVIA". The schedule is as follows:

Lunch from 12⁰⁰ to 15⁰⁰ o'clock (barley or macaroni or soup, with about 50 grams of meat with either vegetables or potatoes, and dark

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bread.)

Supper from 18⁰⁰ to 21⁰⁰ o'clock (food same as for lunch).

The personnel attached to the mess hall consists of civilians, and the food is of inferior quality and insufficient. This has caused several mass complaints, but so far with no success.

The militiamen are obliged to ^{eat} at the mess hall, and whenever on rare occasions a militiaman is excused, he gets paid for the food that he did not consume. Monthly allowance for food is 2,300 dinars. A captain gets about 5,000 or 6,000 dinars per month. A sergeant earns 3,000 dinars per month, a sergeant major 3,200 and a master sergeant 3,400.

The militiamen earn ^{2,800} ~~2,300~~ dinars per month but as indicated above, 2,300 dinars are withheld for his food.

It has been reported that beginning in April, all salaries will be increased.

The militiamen are not permitted to go to Church, and a large percentage of them ~~is in~~ favor of Tito. Morale is low, both because of the low pay and also because of the poor food. Members of the Communist Party receive special treatment, a matter which creates a great deal of jealousy; all the militiamen who come from the sections which once belonged to Italy are looked upon with suspicion.

UDB

Fiume 1952

The headquarters of the UDB are located on Via Roma near the city prison. Across the street there is a church.

Source knows a member of the UDB, a certain Ivan BATELIC from S. DOMENICA DI ALBONA, about 38 years old, 1.60 meters tall, slender, with blue eyes, greying hair, and upper teeth capped with a white metal. He told source that on 20 March he was planning to leave for America.

BATELIC, having been stopped by the Port Militia, showed them his black UDB identity card. He also told the story that in 1946,

while he was driving on the Trieste highway in a car with a TS license plate, he gave a ride to three girls and two young men. However, once in the car, he drove them to UDBA headquarters on Via Roma, and after a search, various reports and miscellaneous items of information, allegedly given to them by some priests in Fiume, were found on them.

A brother of BATELIC, Carlo, who lives in S. DOMENICA DI ALBONA, is the manager of the STRUMAC electric power plant.

Concentration Camp

Istria-Strumac 1952

In this region there is a camp surrounded by a double wall 3 meters high. At each corner of the rectangular camp there is a small tower manned by members of the Milicija. They are armed with German automatic rifles, with two hand grenades and pistols. Each tower is equipped with a searchlight and an alarm bell.

This camp, which is run by the UDBA, has 160 political prisoners (among whom there is an Italian), Cetniks, Ustashis, the driver of Ante PAVELIC, and former officers of King Peter. The prisoners work in mines.

The camp is guarded by 22 members of the Milicija under the command of a captain.

Miscellaneous Military Information

ARMY

Abbazia, March 1952

About 7 kilometers from Abbazia, on the right side of the road leading to Pola, there is a detachment of motorized artillery using 15 wooden barracks as living quarters. These barracks are located 10 meters to the right of the city. Nearby about 20 trucks and various guns of undetermined type and caliber have also been noted.

The above was observed from the bus that runs between Fiume and Pola.

BIANCA dance hall, near the BONAVIA Hotel, because they were dancing with foreign seamen. They were suspected of having talked too much.

Pola, February 1952

An officer attached to the Headquarters of the Pola Naval Shipyard, in order to punish a sailor who had returned from his leave one day late, had him locked up in an air raid shelter located outside the shipyard itself. About a half hour later, the sentry who was guarding the air raid shelter heard the prisoner cry out for help. He immediately ran to the officer telling him what was happening, but the latter sent him ^{back} threatening to have him locked up also. Once back at his post, the sentry again heard piercing cries coming from the shelter and he once again returned to officer and convinced him to come along.

As soon as they opened the shelter, they noticed the sailor stretched on the floor near the door, with a snake coiled around him; later, they found out that the snake was 7 meters long and weighed 27 kilograms. The sailor had died of a crushed chest. Upon seeing this, the officer whipped out his pistol and killed the snake. Then he turned the weapon on himself and killed himself.

All persons who learned of this incident were cautioned not to repeat it.

NAVY

Fiume 1952

The torpedo boats with the numbers 51, 55, and 19 usually come in every 5 or 10 days, and moor at the GORTAN Mole.

Source describes these vessels as follows:

Length: about 25 meters

High hull

Armament: 2 torpedoes mounted on blocks in the center of the boat. Two sets of double machine guns, with corrugated barrels, in the wings. One 40-mm cannon aft.

Each vessel has about 3 or 4 officers, of whom one is a captain. These craft patrol the area between Pola, Fiume, Zara, Sebenico, and Spalato.

Promontore 1952.

On the belfry of the Promontore church there is a lookout station belonging to the Navy, which is equipped with a searchlight and a telephone.

Very often at night light signals are exchanged with the Punta Nera

(18)
(Black Point)
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6 or 7 men, 11

his station,
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2.

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YUGOSLAVIA

Military Information on the Island of Lissa and on Spalato

Maps used: J Island of Lissa Scale: 1:100,000

J Spalato " 1:100,000

Attachment No 3

A. Yugoslav Ground Forces

a. Commands

April 1952 . Command of the Island (Sketch No 1- No 1) LISSA

It is located in a newly constructed two-story building , about 35 meters long, which is part of a large group of buildings in the Semogro section of town, about 1 and 1/2 kilometers west of the port.

The commanding officer is an Infantry Colonel. No other data.

April 1952. Command of Coastal Artillery Unit (Sketch No 1- No 2) LISSA

It is located on the second floor of the building in which the Command of the Regiment of Marines is located.

The commanding officer is a major. No other data available.

April 1952. Command of the Garrison LISSA

It is located in a two-story requisitioned building, located in the port area, next to the City Hall.

The commanding officer is Lt. Colonel ... Roko, a native of the island of Brazza .

(A company of Marines (Prestabna Ceta) , consisting of about 80 men, are attached to this command.

April 1952. Fortifications Command LISSA

It is located in several buildings on the small peninsula called " Colonia Ceka" (Lissa Map J-SP 4-AF 2), and is under the command of a lieutenant colonel.

This command comes under the jurisdiction of the Military Construction Agency " Ivo Lucic Lavcevic " and takes care of all the

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fortifications being constructed on the island.

One of the persons working on these projects is the engineer Pero DFSKOVIC, a native of Spalato.

b. Troops

April 1952. Battalion of the Border KNOJ

LISSA

It is located in a two-story building (former courthouse) not far from the public gardens of the port, and is commanded by a major.

Only one company, comprising about 100 men, is stationed here; the other two companies are stationed elsewhere on the island.

On the ground floor of this building there is a small ammunition magazine, a kitchen, a mess hall, a clothing depot, and food. No other data.

April 1952. " Karaula" - Border and Maritime KNOJ

LISSA

It is located in a three-story building, recently constructed, L-shaped, which is in Komiza, south of the Neptun sardine cannery, before reaching the " Kamenica" spring.

The commanding officer is Lt. ... Pajo and the unit is made up of about 40 men.

The KNOJ has at its disposal a patrol boat, formerly belonging to the Italian Finance Guards, armed with a Breda machine gun forward and a double-barrel machine gun on the bridge. This vessel also has a searchlight.

(This vessel has the insignia of the Maritime KNOJ which differs from that of the Navy. It consists of a triangle made up of the national colors and in the center, which is white, there is a red star, near the flag post).

April 1952. Section of the Fortifications Command

LISSA

Located in a group of wooden barracks surrounded by barbed wire within a zone 100 by 100 meters; these barracks are about 150 meters to right of the Komiza-Lissa highway.

A breakdown of the barracks follows:

a barrack, 12 by 7 meters in which is located the technical office in charge of a captain;
 two parallel barracks, 50 by 12 meters, in which are stored various equipment and tools;
 a barrack, 25 by 12 meters, in which a company of engineers, about 70 men strong, ^{is} ~~are~~ quartered;
 a barrack, 12 by 7 meters, in which are located the kitchen, the mess hall, and food stores.

All the barracks have a cement foundation.

April 1952. Coastal and anti-aircraft battery

LISSA

It is located near the San Giorgio Fort (See Map Lissa J SN 24 AF 9).

No data available as to caliber, type, and number of guns.

April 1952. Troop Quarters

LISSA

They consist of two wooden barracks, 25 by 12 meters, very close to the mole in the Parna Bay (RO 18 AD 22).

No other data.

c. Defensive Installations

April 1952 . Throughout the entire eastern part of the island,

LISSA

and more precisely on the hills of Dudikovac, Stoncica, Mala Glava, and Velika Glava, there is a great ^{deal} of work going on on fortifications, the nature of which is not known.

From this very same zone a new highway leads to Lokve, located at SN 25- AD 10.

Last year, several building were completed in this same zone; they are used as offices and quarters for the soldiers engaged in this work (about 1,500 men).

A great deal of construction material has been noted, and the detonations of various explosions have also been heard. No one can enter this zone, which is guarded by a company of KNOJ stationed in the village of Rukavac (?). No other data available.

April 1952. Coastal and Anti-Aircraft Batteries

LISSA

These have identified on the hill which is 117 meters high within Fort Valington (Map Lissa J SP 12 - AF 3)

No other data.

April 1952. In the northwestern part of Komisa and precisely in

LISSA

the zone of Barjaki Point (RO-AD), some fortifications have been under construction since 1949.

This year, the rhythm of the work has been accelerated and at present 500 soldiers are engaged in this work. No one may enter this zone, and all the civilians who were living here have been forced to vacate their homes. Even the steamers on a regular run must ~~stay~~ ^{stand} at least 2 or 3 kilometers ~~from~~ ^{off} the coast.

On Burjaki Point, large bunkers, armed with heavy caliber guns, of undetermined type, have been noted.

Other work, the nature of which is not known, is also going on in the zone between the Perna Bay and the point itself, as well as in the neighborhood of the bunkers mentioned above.

April 1952. On the hill which is 72 meters high (RO-AD), which is

LISSA

called Manjarema, additional work is going on. The old fort existing here has been expanded and modernized. ^{Up to} ~~now~~ a protective wall of reinforced concrete, has been built, which on the outside is camouflaged with stones. On the sides of the hill, south of the Fort, underground bunkers are being constructed. No data available.

In 1950, two wooden barracks were built for the soldiers working on this project along the Knezeva Bay (RO - AD). About 150 soldiers are quartered here.

April 1952. On the hill 60 meters high (RQ-AB) of Stupisce Point, LISSA

in the western part of the island, work is going on for the construction of covered and uncovered bunkers, shelters and underground storage areas, the nature of which is not known. In addition to this work, some barracks are being constructed along Gnilja Bay (GZ 3 AB 10) south of the hill 60 meters high.

Gnilja Bay is now served by a new highway which leads to the Komiza-Lissa highway at the point RQ 26 -AB 20, near the Ravna hill (295 meters high). A new highway is also under construction which starts from this bay and continues along the southern coast of the island. Because of the nature of the terrain, the highway is built underground, but from time to time there are openings which permit the circulation of air and can also be used as embrasures for artillery pieces. Once completed, this highway can also serve in an emergency as a shelter, storage area, etc.

April 1952. In the entire zone of the hill which is 925 meters high LISSA (SI-AB), and is known as Ravna, work is in progress on the construction of bunkers for coastal and anti-aircraft guns, of barracks, storage areas, etc. The barracks comprise three 2-story buildings and a wooden barracks, located on the southeastern part of the summit, about 20 meters from the Lissa highway. They have been occupied since the early part of 1951 by artillery troops. No other data.

April 1952. Since last summer, work of an undetermined nature has LISSA been going on around the bays of Ikljucna (SI-AF) and of Slatinska (SI-AF), as well as in the coastal region of Velika Vrh (SN-AF) and of Punta Nova Posta (SN-AF). During the current year, the rhythm of the work has been accelerated. No other details.

d. Services

April 1952. Military radio station (Sketch No 1. No 6) LISSA

It is located at the 116 meter elevation of Bandjerica, in a building 8 by 6 meters, which was completed in 1950. The building is partly underground, with a roof of the bunker type. There are two metal^{ly} tubular antennas about 12 or 14 meters high, connected with

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one another by three wires which lead into the station itself.

The radio station is also connected by telephone with the Command Post on the island as well as with another undetermined command in the port area. No other information.

April 1952. Military Hospital (see No 3 on Sketch No 1) LISSA

It consists of a recently constructed 3-story building, about 50 meters long, in the Somogor section of town, about 1 and 1/2 kilometers west of the port. The director is a major in the Medical Corps, assisted by 2 captains and some orderlies, who have the rank of officer. Its capacity is 350 beds, and the equipment is modern.

e. Miscellaneous

April 1952. Group of 5/6 buildings (No 4 on Sketch No 1) LISSA

These buildings are located in the Samogor section of town, behind the barracks. They are all one story high and are used as living quarters for soldiers and also as storage areas. No other information.

B. NAVY

April 1952. Battalion of Marines (No 5 on Sketch No 1) LISSA

They are quartered in 4 masonry buildings located at the spot where the new highway (which leads from the port to the village of Kostirna) crosses the highway that leads to the Somogor section of town. These buildings were completed between the end of 1950 and the beginning of 1951.

The commanding officer is a captain and the battalion consists of about 400 men. No other information.

April 1952. Command Post of a Regiment of Marines (No 2 on Sketch No 1) LISSA

It is located in a two-story building, recently constructed, about 35 meters long, which is part of a group of buildings situated in the Samogor section of town, about 1 and 1/2 kilometers west

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of the port. The Command post is located on the main floor, and the commanding officer is a lieutenant colonel and the political commissar is a major.

February 1952. "Vicko KRSTULO -VIC " Shipyard (PVK - Preduzece SPALATO

Vicko Krstulovic) (Sketch No 2).

Manager: Ante JURJEVIC , nicknamed " Baja". He is a member of the Central Committee of the Croatian Communist Party; he is either a lieutenant colonel or a colonel. Before assuming this position, (April or May 1951) he was the general manager of the Cantieri Navali Meridionali (shipyard), which was dissolved at that time.

The preceding manager, ARACIC, now is taking advanced courses at the Political Academy of Divulje.

Assistant Manager: Oto SEVELJEVIC who took the place of Col. Pasko MIJAN, at present taking an advanced course at the Political Academy of Divulje.

Technical Manager: Otokar KOHUT , an engineer

Asst. Technical Manager: Ante ROJE, an engineer, whose title is: " Glavni Dispace", that is, in charge of purchasing and assigning materials".

Offices of the Shipyard

Board of Directors;

Chairman: Ante JURJEVIC

Personnel Office (Personalni Kabinet): Capt. Ante RUDIC

Assistant : a captain of the UDBA, who does all the hiring.

Secretary: Capt Jordan PRKUSIC

KOS Detachment: Commanded by a Major who has 5 officers to assist him.

Preparation Department (Pripremno Odelenje):

~~Manager: Viktor Krstulovic~~

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Manager of technical section: Engineer Nikola ALACEVIC
(Konstrukcioni biro- construction
office)

Manager: a technician, who heads a cell; the personnel consists of
32 persons (engineers and technicians) among whom the
engineer MARDESIC, the engineer BOZINOVIC and the
technician Toma MARTINOVIC.

Computing Section (Kalkulativna Sekeija)

Manager: Capt. Aleksa KRSTIC

Personnel: 10 employees

Planning Section:

Manager: Capt..... Mile

Technological Section:

Manager: Engineer Boris LEBEDANSKI (former colonel in the
old Army, and former head of this same section in the Naval
Shipyard of Teodo before the war).

Construction Section:

Manager: Engineer BUDLAKOV

Personnel: 3 engineers and various draftsmen

Norms and Wage Rates Section:

Manager: Technician Ante BIVIC

Statistical Section:

Manager: Davor KUBASKA

Finance and Commerce Section: no information.

Metallic Naval Construction Department:

Drafting Section

Rolling and Hammering Section

Blacksmith Section.

Engine Department(Strojno Odelenja)

Manager: a lieutenant

Foundry and Pattern Section: it is equipped with two open-hearth furnaces and one Buser furnace.

The Mechanical Section is divided as follows:

- Mechanics
- Lathe Operators
- Shipboard mechanics

Interior Construction Department for Vessels:

- Fitting Out Section
- Mechanical Section
- Machinist Section

Carpenter Section;

Supply Section; the manager is First Lt. Jerko GACINA

Caulking Section

Technical Laboratory

Security Section: it consists of a KNOJ company in charge of a

Lieutenant. During the day there are 20 sentry posts.

Fire Department: it has two engines, of the British type.

WORKERS: About 3,000 men are employed here, in addition to 1,500 apprentices from the Navy who since last summer have been wearing civilian clothes.

The shipyard is still being expanded, and several new sheds and buildings are being constructed. The work should be completed by 1955 or 1956. The work is being taken care of by the Military Construction Agency "I.L. Lavcevic" in collaboration with the Construction Section of the Shipyard. No other information.

PRODUCTION:

During 1951, the second part of the group of 6 vessels, of 300 tons each, has been completed and delivered to the Construction Agency "I.L. Lavcevic". These vessels are ~~about~~ 40 meters long,

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5 meters wide, and 3.5 meters high. They are equipped with 150-HP Diesel engines, which develop a speed of 7 miles per hour, with a central mast with two booms, each with a capacity of 1 ton. These vessels have the identification letters "PT" (followed by two numbers)

See Sketch No 3 .

Construction of 6 barges for ~~account~~ of the Navy which are about 22 meters long, 6 meters wide, and 1.5 meters high. They have Diesel engines which develop 150 HP and a speed of 7 miles per hour. They have the identification letters "PM ..." (followed by 2 numbers) These barges were delivered in 1952.

During 1951, work was begun on 6 vessels of 350 tons each. They have the same characteristics of the PT mentioned above and are being built for account of the Navy. They will be completed shortly.

Also under construction are two floating cranes, ^{each} of 20-ton capacity each. One is destined to the Cercula Shipyard and the other to the Trogie Shipyard.

Repairs on the PARTIZANKA (former Prestolonaslednik Petr) are almost completed.

Repairs to various small vessels, both military and civilians.

NOTE: Source has heard that there are plans afoot to build new destroyers of the Ljubljana, Split, and Zagreb ^{class} types (former Royal Navy ships). Present construction is considered of secondary importance, as the major activity is actually devoted to the expansion of the yard.

Organization of the Communist Party within the Shipyard. The Shipyard has its own Communist Party Committee, on a par with the Committee in the city. The secretary of the Committee is Ante MATKOVIC, a worker. In each department there is a "party office" which in turn controls cells within each office, section, shop, etc.

Organization of the People's Youth in the Shipyard: There is a Youth Committee, and the secretary is Vinko JELASKA. This committee maintains an " office of activists " in each department which in turn

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controls youth groups in every office, section, shop, etc.

All the young people must belong to this organization which also takes care of their preliminary instruction.

Commanding officer of the preliminary groups: Reserve Captain Jorda PRKUSIC (former cavalry officer in the old army).

February 1952.

Port

SPALATO

The quay is paved with briks, and is about 2 meters above the level of the water. All along the quay there are mooring bitts, both of metal and of masonry. The metal bitts are located along the edge of the quay and are about 30 meters apart from each other; the masonry bitts are about 1 meter high, with a diameter of 50 centimeters. They are located about 4 or 5 meters from the edge of the quay and are about 30 meters apart from each other.

There are also about 10 masonry stairways, of which two are double. The width of the steps is about 70 centimeters. No other data.

NOTE: Source has heard that the steamer "PARTIZANKA", decommissioned, was taken to the Fiume shipyard for the necessary repairs. As a matter of fact, once it was in this shipyard, all the interior was ripped out, but later it was taken to the Spalato shipyard to be reconditioned. After it had been in this shipyard for a while, a fire broke out at the same time in four different parts of the ship. It is rumored that the fire was set deliberately by the Yugoslavs in order to collect damages from Lloyd's with which the Partizanska was insured. According to the reports current among the workers of the shipyard, the fire was started by a captain of the Maritime KOS who had a special permit to board the ship.

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YUGOSLAVIA

INDUSTRIAL INFORMATION

BANOVICI (Drina).

Toward the middle of April 1952, final tests were made in a new thermo-electric power plant. Beginning on 1 May, this plant will furnish energy to the industries in the TUZLA Basin with a power of 2,500 KWh. When completed, the power plant will supply 7,500 KWh, and during 1952, additional machinery will be installed to develop 500 KW *more*.

The equipment was supplied by these factories: Prvomajska, Ivo Lola, Riba, Rade Koncar, Iskra, and Munja. The installation of the machinery was done by the Termoelektra of Belgrade, while the construction of the buildings was done by the Tehnik of LUKAVAC.

CROATIA

It is reported that in recent months the lignite and *low-grade anthracite* ~~lignite~~ coal mines have been increasing their production.

Date: 14 May 1952.

YUGOSLAVIA

Yugoslav Attitude Toward the Complete Withdrawal of all Occupation
Troops from Austria.

Several Yugoslav-Austrian cultural clubs have sprung ^{up} ~~out~~ in
Ljubljana and other sections of Slovenia, very likely at the
instigation of the Communist Party. So far, however, their activities
have been political only. They support all kinds of manifestations
in order to support the desire of the Austrians to see all the
occupation troops leave their country.

It is believed that Yugoslavia has two reasons for encouraging
these clubs: 1) to obtain Austrian support for her demands regarding
the Free Territory of Trieste; 2) to support the Soviet demands that
all occupation troops leave Austria, including the Soviet troops, and
of course it is a known fact that the USSR is interested in this matter
because it would help her to stage a coup d'etat in Austria similar to
the Czechoslovak coup.

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YUGOSLAVIA

Information on the port of LUSSIMPICCOLO.

On 6 March 1952, the following ships were observed in the port of Lussimpiccolo:

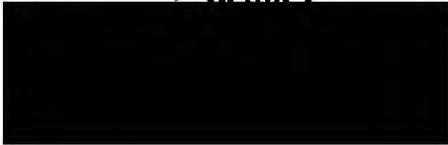
a patrol boat, with the letters NS, without any numbers, of wooden construction and about 30 meters long and 7 meters wide. Her speed is 18 knots, and her armament consists of a double machine gun, 20-millimeter caliber, mounted forward, and ²/similar one mounted aft. The crew consisted of 10 men, plus 2 officers (a Lieutenant and a Lieutenant, j.g.)

2 motor fishing smacks, of 70 tons each, equipped for tuna fishing;

On the quay there also were 6 compressed air caissons, 14 by 4 meters, and on the ways of the shipyard there were 6 wooden MAS whose construction was almost completed.

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Rocket Engine for Gliders

The Air Club "Zarko Maicen" of Maribor has been experimenting with a small rocket engine for gliders which will be manufactured on a mass-production basis.

This club also turns out small Diesel engines of 0.12 HP for flying models. So far about 200 of these engines have been constructed.

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YUGOSLAVIA

FOIA

Naval Vessels in the Harbor

- 11 May 1952

Three landing barges, whose specifications appear below, were moored at the quay located in front of the former High Command: Wooden hull, about 70 meters long, bridge in center of vessel, rectangular deck, no bow ramp. Each was armed with ^{small} 4 cannons emplaced at each corner of the deck and 4 double machine guns, caliber 13.5, emplaced on the bridge.

These vessels, apparently in ^{operational} ~~operational~~ condition, were identified by a combination of letter and numbers.

Four motor torpedo boats, of wooden construction, painted grey, similar to those of the 110-111 series, and without any armament, were moored with the stern against the metal pier of the Scoglio Olivi shipyard.

Along the quay in front of the former Admiralty Office there is a graceful vessel, with the identification number 92, and the following characteristics:

About 90 meters long, two cylindrical funnels, one or two vertical masts, and the armament listed below:

- A small cannon forward;
- double
- A launching apparatus located between the forward gun and the bridge;
- Four 20-millimeter machine guns behind the stacks.

It is very likely that a second cannon is mounted aft.

FOIA - Merchant Vessels in the Harbor

- 11 May 1952

Scoglio Olivi Shipyard

Motorship Galeb (former Ucka, former Ramb) moored at the western quay. 3 motorships of the Abbazia type, in an advanced state of construction, in the large masonry dock.

Naval Shipyard

The American steamer " Exire" is moored at the Forca quay and

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the unloading operations take place at night only. The nature of the cargo being unloaded is not known.

Parenzo, 12/13 May 1952

Italian seamen are permitted to go ashore only for the purchase of food and for taking care of the ^{landing} formalities. At the Mole there was only a motorboat of the Narodna Milicija armed with a machine gun.

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YUGOSLAVIAROVIGNO

On 19 May, at 11 o'clock, a slender ship with the identification number 52 passed through the channel between S.CATERINA and ROVIGNO in a northerly direction. The vessel has been described as follows:

Length, about 110 meters.

Two cylindrical smokestacks, very close to each other and immediately behind the bridge.

In the port itself, there was a motorboat, with no identification numbers, armed with a double machine gun, caliber 13.2 (more or less), which source describes as follows:

vessel was painted a dark-brown color similar to the boats of the Italian Finance Guards, bridge similar to that of the Italian MAS, with a small searchlight, about 30 centimeters, mounted on the roof of the bridge.

In ^{the} military zone on the bauxite quay, ammunition boxes were ^{found} being filled; very likely this was machine gun ammunition and there were about 100 ammunition boxes.

Source believed that this ammunition will be transported by means of motor-sailing ship to some nearby island.

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YUGOSLAVIA

I. Military InformationMilitary Airfield near Zagreb

25X1X [REDACTED] landed at this airfield toward the end of February (as the civil airport was closed because of a heavy snowfall) in an airplane coming in from Belgrade. He noticed about 80 airplanes, some two-motored and others three-motored, lined up in front of some hangars. According to what the pilot of the airliner told him in confidence, there is a flying school attached to this airfield.

25X1X [REDACTED] does not know the exact location of the field, except that is 14 kilometers from the city.

OBRNEVAC

Toward the middle of March, about 30 horse-drawn artillery pieces were seen near the railroad station, under a portico.

RAILROAD LINE BETWEEN BELGRADE AND SARAJEVO

It is used primarily for military convoys. The few civilian trains running on this line are infrequent and the service is very poor; there *are* ^{*coaches*} ~~is~~ only the 3rd class, with no light nor heat.

The line goes through a wooded area where several large sawmills were observed.

MISCELLANEOUS

According to rumors heard around the middle of March in [REDACTED] Government circles dealing with heavy industry, in Belgrade, two heavy armament plants have been set up in Yugoslavia. One of these is reported to have been equipped with machinery from Western Germany, and the other with British machinery.

JET PLANES

According to the pilot of the airliner on the Belgrade-Zagreb run, Yugoslavia has received a few jet planes from one of the Western Powers.

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II. ECONOMIC INFORMATION

From personal experience, source states that Italian products are losing ground on the Yugoslav market to German products, which are being sold at prices that are lower by 15 to 30 percent.

Textiles imported from England are selling at very high prices. In one of the Belgrade shops, a particular fabric was selling at 10,000 dinars per meter. Yugoslav commercial circles are very much dissatisfied because England has saddled them with large quantities of textiles in exchange for goods indispensable to the Yugoslav economy.

In December 1951 the RIV [Italian company in Turin] sold to Yugoslavia a lot of ball bearings for a total of one-half billion lire, while in the month of February 1952 the amount sold came to only 10 million lire. It seems that these Italian products are meeting stiff Swedish competition.

According to what was revealed in confidence by an agent of the UDBA, Germany is getting ready to deliver a large number of trucks to the UDBA and to the NARODNA MILICIJA.

It is also reported that the firm of "Elio Zerboni" of Turin is delivering a shipment of precision instruments for the Yugoslav heavy industry.

The Yugoslav firm of NAFTA PLIN has been entrusted with the job of searching and drilling for petroleum and methane fields.

The Yugoslav Merchant Marine has been able to get the exclusive contract to transport all the raw and processed tobacco from Turkey and Greece to Austria.

During the summer of 1951, the FILP of Turin began negotiations with the Belgrade Government regarding certain industrial machines, and much to their surprise, they received payment even before the merchandise was ready for shipment.

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III. Activities and Attitudes of the Yugoslav Police.

25X1X [redacted] traveling on a train with a group of 20 Jews, refugees from Hungary, and they said that upon entering Yugoslavia, they had been searched thoroughly.

25X1X [redacted] that the PUTNIK Tourist Agency, upon request of the tourists, will provide them with their own cars driven by their own chauffeurs, who in reality are UDB agents. 25X1X [redacted] has learned with certainty that one of these drivers was a major of the UDB.

All trains coming in from abroad are closely guarded, from the border all the way to their destinations, by agents in civilian clothes.

Finally, source has also learned that the police, before interrogating a political prisoner, give him a beverage like tea which is covered by a light oily film.

IV. Italian Firms and Businessmen Who do Business with the Yugoslavs.

The firm of DUCATI

The firm of SAN GIORGIO of Genoa, whose chief inspector, a Mr. Bianchi, a mechanic, often travels abroad.

Mr. Carlo GOBBI, from Treviso, who has been doing business with the Yugoslavs since 1946.

V. Miscellaneous

The textbook used in the psychology courses in the universities is a translation of the book written by the Russian TIEPLOV.

The cost of living in Belgrade is reputed to be 4 times as high as that of the other cities in Yugoslavia.

While traveling by train between SESANA and LJUBLJANA, many empty houses and untilled fields were observed.

Toward the end of February, three busloads of American military personnel were observed not far from Ljubljana.

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YUGOSLAVIA

A. Yugoslav Navy

April 1952.

Personnel of the Port Captains' Offices. (Personal Luokih Uveda)

The Personnel of the Port Captains' Offices comes under the exclusive jurisdiction of the Ministry of the Merchant Marine with headquarters in Belgrade. The present Minister of the Merchant Marine is MAX BACE.

The Ministry of the Merchant Marine controls the following Maritime Commands:

Fiume Maritime Command, headed by RUSIC

Spalato Maritime Command, headed by ANICIC

Ragusa Maritime Command, headed by ?????

Fiume Maritime Command (or Upper Adriatic) (Sjevernoy Yadrana)

Jurisdiction: from Parenzo down to, but excluding Zara.

The following Port Captaincies come under its control ((Lucka Kapitanija):

POLA, which in turn controls the following Port Offices (Lucka Yspostave):

Parenzo

Orsera

Rovigo (sic) (very likely Rovigno, as Rovigo is on Italian mainland)

Arsia

Albona

FIUME, which in turn controls the following Port Offices:

Moschenize

Abbazia

Buccari

Porto Re

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[REDACTED]

Cerquenizza

Cherso

Lussin Piccolo

Lussin Grande

SEGNA, which controls the Port Offices listed below:

San Giorgio

Arbe

Pago

Amislijea (Island of Veglia)

Baska

Novaglia (Island of Pago)

Maritime Command of SPALATO or Middle Adriatic (Srednjeg Yadrana):

Jurisdiction: From Zara down to, but excluding Porto Ploce.

The following Port Captaincies come under its control:

ZARA, which in turn controls the following Port Offices:

Carlopage

Isto

Ugliano

Pasman

Sale (Island of Lunga)

Biograd (on the Sea).

SEBENICO, which controls these Port Offices:

Slarin

Martero .

Rogosnizza

SPALATO, which has the following Port Offices under its control:

Sueuraz

Milna (Island of Brazza)

Bol (Island of Brazza)

Almissa

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Bascavoda

Makarska

LESINA, controlling the following:

Comisa (Island of Lissa)

Lissa (Island of Lissa)

Starigrad (Island of Lesina)

Yelsa (Island of Lesina)

S. Giorgio(Island of Lesina)

Maritime Command of Ragusa or Lower Adriatic (Juzvog Yadrana):

Jurisdiction: From Porto Ploce to and including Ulcigne.

The following Port Captaincies come under its control:

KARDELJEVO, which controls:

Metkovic (on the Nerenta River).

CURZOLA , which controls the Port Offices listed below:

Trpanj (Peninsula of Sabbioncella)

Stone

Vellegrande (Island of Curzola).

Lagosta

RAGUSA , with the following under its control:

Meleda

Cvttat (Old Ragusa)

Trstenik

CATTARO, controlling the Port Offices listed below:

Teodo

Castellauovo

Budua

Antivari

Ulcigne

Each Maritime Command has a section dealing with Lighthouses,
Beacons, and Marine Signals.

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April 1952.

The following personnel is stationed on the island:

5 lighthouse attendants

4 sailors

12 members of the Narodna Obrana (Border KNOW)

Armament: an undetermined number of machine guns

sub-machine gun

The island is connected with Lagosta by means of a telegraph
and telephone submarine cable.

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